

PROJECT SPECIFIC NOTES

1. A N.O.I. IS REQUIRED FOR THIS PROJECT.
2. ALL BORROW AND WASTE SITES FOR THIS PROJECT SHALL BE ENVIRONMENTALLY APPROVED PRIOR TO CONSTRUCTION ACTIVITIES OCCURING IN THEM. ALL COMMON FILL OR EXCESS MATERIAL DISPOSED OUTSIDE THE PROJECT RIGHT OF WAY SHALL BE PLACED IN EITHER A PERMITTED SOLID WASTE FACILITY, A PERMITTED INERT WASTE LANDFILL OR IN AN ENGINEERED FILL. SEE SECTION 201 OF THE STANDARD SPECIFICATION AND SUPPLEMENTS THERETO FOR ADDITIONAL INFORMATION.
3. ALL EXISTING PIPE SHALL BE REMOVED AS INDICATED ON THE PLANS OR AS DIRECTED BY ENGINEER. REMOVAL SHALL BE INCLUDED IN THE PRICE BID FOR CLEARING AND GRUBBING. ALL EXISTING CONCRETE PIPE THAT IS TO BE ABANDONED AND LEFT IN PLACE SHALL BE PLUGGED WITH CLASS "B" CONCRETE. THE COST OF THE CLASS "B" CONCRETE USED FOR THIS PURPOSE SHALL BE INCLUDED IN THE PRICE BID FOR OTHER ITEMS. ANY EXISTING CORRUGATED METAL PIPE, WHICH THE CONTRACTOR AND THE ENGINEER DEEM IMPRACTICAL TO REMOVE, SHALL BE COMPLETELY FILLED WITH FLOWABLE FILL AND PLUGGED WITH CLASS "B" CONCRETE. THE COST FOR THIS WORK SHALL BE INCLUDED IN OTHER ITEMS.
4. THERE IS NO SUITABLE PLACE TO BURY EXISTING CONSTRUCTION DEBRIS WITHIN THE PROJECTS LIMITS. THE CONTRACTOR SHALL PROVIDE AN ENVIRONMENTALLY APPROVED SITE TO DISPOSE OF EXISTING CONSTRUCTION DEBRIS AT NO ADDITIONAL COST TO THE DEPARTMENT.
5. ACCESS TO DRIVEWAYS IS TO BE MAINTAINED AT ALL TIMES.
6. ANY TEMPORARY SHORING WILL NOT BE MEASURED FOR PAYMENT BUT INCLUDED IN OVERALL SUBMITTAL PRICE BID.
7. ALL SIDEWALK, RAMPS AND SECTIONS OF MULTI-USE TRAIL WITHIN RADII SHALL BE CONSTRUCTED USING 8 IN PCC.
8. ALL DRIVEWAYS THAT ARE TO BE RECONSTRUCTED SHALL BE REPLACED AS FOLLOWS:  
ASPHALT FOR ASPHALT, CONCRETE FOR CONCRETE, AND ASPHALT FOR DIRT DRIVES.  
DRIVEWAY RELOCATIONS ARE SHOWN FROM THE BEST AVAILABLE DATA. THE CONTRACTOR SHALL CONSTRUCT NEW DRIVEWAYS TO MATCH THE ACTUAL FIELD LOCATION OF EXISTING DRIVEWAYS OR AS LOCATED IN THE PLANS. RESIDENTIAL DRIVES SHALL BE 14 FEET WIDE AT THE THROAT UNLESS NOTED OTHERWISE IN THE PLANS. COMMERCIAL DRIVES SHALL BE 24 FEET WIDE UNLESS NOTED OTHERWISE IN THE PLANS. THE CONTRACTOR SHALL OBTAIN THE APPROVAL FROM THE ENGINEER PRIOR TO MAKING ANY REVISIONS TO LOCATION, WIDTH, AND/OR NUMBER OF DRIVES TO BE CONSTRUCTED. DRIVES SHALL BE CONSTRUCTED USING:  
ASPHALT DRIVES --- RESIDENTIAL: 165 LBS./SQ. YD. ASPH. CONC., 12.5 mm SUPERPAVE 6" GRADED AGGREGATE BASE  
COMMERCIAL: 165LBS./SQ. YD. ASPH. CONC., 12.5 mm SUPERPAVE 220 LBS./SQ. YD. ASPH. CONC., 19 mm SUPERPAVE 6"GRADED AGGREGATE BASE  
CONCRETE DRIVES --- RESIDENTIAL: 6" DRIVEWAY CONCRETE  
COMMERCIAL: 8" DRIVEWAY CONCRETE
9. ALL DRIVEWAYS SHALL BE PAVED BACK TO THE TIE IN POINT OR REQ'D R/W, WHICHEVER IS GREATER.
10. ALL DRAINAGE STRUCTURES WITHIN THE LIMITS OF THE PROJECT WILL BE MAINTAINED THROUGHOUT THE DURATION OF THE PROJECT. ANY DEBRIS THAT GOES IN DRAINAGE STRUCTURES AS A RESULT OF THE MILLING OPERATION WILL BE CLEANED OUT AT NO ADDITIONAL COST TO THE DEPARTMENT.
11. CONTRACTOR TO PROVIDE BREAKS IN HANDRAIL TO ACCOMODATE LIGHTING AND OTHER UTILITIES.
12. CONTRACTOR SHOULD VERIFY EXISTING SURVEY INFORMATION AT THEIR OWN EXPENSE
13. ALL R/W MARKERS TO BE MOUNTED FLUSH WITH GROUND IF CONFLICT EXISTS WHERE MOUNTED ABOVE GROUND.

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DOUGLAS COUNTY SCHOOL SYSTEM	FIBER OPTIC
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GEORGIA POWER TRANSMISSION	ELECTRIC
GEORGIA POWER DISTRIBUTION	ELECTRIC
GREYSTONE ELECTRIC	ELECTRIC
NORFOLK SOUTHERN (T-CUBED)* *	FIBER OPTIC
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REVISION DATES


STATE OF GEORGIA  
DEPARTMENT OF TRANSPORTATION

OFFICE: PROGRAM DELIVERY

GENERAL NOTES

SR 92 RELOCATION & WIDENING

DRAWING No.

04-001

PIPE CULVERT MATERIAL ALTERNATES  
FOR PIEDMONT/BLUE RIDGE REGION

TYPE OF PIPE INSTALLATION			C O N C R E T E	CORRUGATED STEEL AASHTO M-36		CORRU- GATED ALUMINUM AASHTO M-196	PLASTIC			
				ALUMINUM COATED (TYPE 2) CORR. STEEL	PLAIN ZINC COATED	PLAIN UNCOATED ALUMINUM	CORR. POLY- ETHYLENE AASHTO M-252	CORR.POLY- ETHYLENE SMOOTHED LINED AASHTO M-294 TYPE "S"	POLY VINYL CHLORIDE (PVC) PROFILE WALL AASHTO M-304	POLY VINYL CHLORIDE (PVC) CORRUGATED SMOOTH INTERIOR ASTM F-949
		LONGITUDINAL INTERSTATE AND TRAVEL BEARING	X							
S T O R M D R A I N	LONGITUDINAL NON- INTERSTATE AND NON- TRAVEL BEARING		X	X		X		X	X	X
	C R O S S	ADT < 250	X	X	X	X		X	X	X
		250 < ADT <1500	X	X*		X		X	X	X
		1500 < ADT <15000	X					X	X	X
	D R A I N	ADT > 15000	X							
		ADT < 250		X	X	X		X	X	X
		ADT > 250				X		X	X	X
SIDE DRAIN			X	X	X	X		X	X	
PERMANENT SLOPE DRAIN				X	X	X		X	X	
PERFORATED UNDERDRAIN				X	X	X	X	X		X

\* THIS TYPE PIPE CAN BE USED IF THE ADDITION OF TYPE "B" COATING (AASHTO M-190, HALF BITUMINOUS COATED WITH PAVED INVERT) IS UTILIZED.

NOTE:

1. ALLOWABLE MATERIALS ARE INDICATED BY AN "X".
2. STRUCTURAL REQUIREMENTS OF STORM DRAIN PIPE WILL BE IN ACCORDANCE WITH GEORGIA STANDARD 1030-D OR 1030-P, WHICHEVER IS APPLICABLE, AND THE STANDARD SPECIFICATIONS.
3. GRADED AGGREGATE BACKFILL SHALL BE USED IN CROSS DRAIN APPLICATIONS FOR ALL PLASTIC PIPES (AASHTO M-294, HDPE PIPE; AASHTO M-304, PVC PIPE; ASTM F-949, PVC PIPE.
4. THE CONTRACTOR SHALL PROVIDE ADDITIONAL STORM SEWER CAPACITY CALCULATIONS IF A PIPE MATERIAL OTHER THAN CONCRETE IS SELECTED.
5. PIPE USED UNDER MECHANICALLY STABILIZED EARTH (MSE) WALLS, WITHIN MSE WALL BACKFILL, OR WITHIN FIVE FEET OF AN MSE WALL FACE SHALL BE CLASS V CONCRETE PIPE.
6. PROJECT SPECIFIC PH AND RESISTIVITY VALUES ARE ENTERED INTO THE RESPECTIVE BOXES ABOVE TO DETERMINE ALLOWABLE PIPE MATERIALS.
- \* \* 7. THE CONTRACTOR SHALL CONTACT RAILROAD REPRESENTATIVE 5 DAYS PRIOR TO CONSTRUCTION AROUND RAILROAD